

**Established February, 1848.**

PRICE \$2 PER MONTH

## Shipping

**Shipping.**

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**Steamers.**

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**THE BEN LINE OF STEAMERS.**

**FOR SINGAPORE AND LONDON.**

The British Steamer  
*Bonaventure*,  
**Capt. THORNTON**, will be  
despatched as above on  
or about **FRIDAY, the 16th Instant.**

For Freight or Passage, apply to  
**GEORGE LIVINGSTON & Co.,**  
*Agents.*

Hongkong, December 12, 1887. 2412

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Brion*,  
Capt. BUTLER, will be  
despatched as above on  
SATURDAY, the 17th Instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, December 12, 1887. 2414

NETHERLANDS INDIA STEAM-  
NAVIGATION COMPANY, LIMITED.

FOR SAIGON, SINGAPORE BATAVIA,  
SAMARANG AND SOERABAYA.

The Co.'s Steamship  
*Celebes*,  
Captain JOON, will be  
despatched as above on  
or about the 20th Instant.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, December 13, 1887. 2423

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates  
for NINGPO, CHEFOO, NEW,  
CHWANG, TIENTSIN, HANKOW and  
Ports on the YANGTZE.)

The Co.'s Steamship  
Prometheus,  
Capt. Westcott, will be  
ready to sail as above on  
WEDNESDAY, the 21st instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,

Hongkong, December 13, 1887. 2422

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**STEAM TO SHANGHAI.**  
The P. & O. S. N. Co.'s  
Steamship, *Sulej*  
 will leave for the above  
place about 24 hours after her arrival with  
the outward English Mail.

E. L. WOODIN,  
*Superintendent.*  
P. & O. S. N. Co.'s Office,  
Hongkong, December 9, 1887. 2388  
**STEAM TO YOKOHAMA, VIA NAGA-**  
**SAKI AND KOBE.**  
(*Passing through the INLAND SEA.*)  
The P. & O. S. N. Co.'s  
Steamship  
*Thabet*

**will leave for the above**  
**places on THURSDAY, 22nd December, at**  
**Daylight.**  
**E. L. WOODIN,**  
*Superintendent.*  
**P. & O. S. N. Co.'s Office,**  
**Hongkong, December 9, 1887.** 2389

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**FOR SINGAPORE, HAVRE AND**  
**HAMBURG, VIA SUEZ CANAL.**  
*(Taking Cargo at through rates to*

ANTWERP, AMSTERDAM, ROTTER-  
DAM, LONDON, LIVERPOOL  
and BREMEN.)

The Steamship  
*Friga*,  
Captain F. NAGEL, will  
be despatched for the  
above Ports on THURSDAY, the 22nd  
inst., at 10 a.m.

For Freight or Passage, apply to  
SIEMSEN & Co.,


*Agents.*

Hongkong, December 13, 1887. 2425

**UNION LINE.**

**FOR NEW YORK VIA SUEZ CANAL.**

The Steamship  
*Guy Manning,*  
Captain **HALL**, will be  
despatched for the above  
Port on or about the 22nd Instant.




For Freight or Passage, apply to  
**RUSSELL & Co.,**  
 Agents.  
 Hongkong, December 9, 1857. 2393

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**Sailing Vessels.**

**FOR NEW YORK.**  
 The American Ship  
*Kembacauld,*  
 PAINE, Master, will load here



For the above Port, and will  
have quick despatch.  
For Freight, apply to  
**RUSSELL & Co.**  
Hongkong, December 9, 1877. 2397

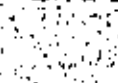
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**FOR HAVRE AND LONDON.**  
The AA 1, British Barque  
"Blackader"  
O. E. HORE, Master, will load  
here for the above Ports, and

will have quick despatch.  
For Freight, apply to  
**ARNHOLD, KARBERG & Co.**  
Hongkong, November 22, 1887. 2280

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**FOR SAN FRANCISCO.**  
The 100 A 1 British Barque  
*Randaera*  
ARRANG, Master, will load here  
for the above Port, and will



For Freight, apply to  
RUSSKII  
Hongkong, October 21, 1941



THE POWAN IN COLLISION.  
CHINESE STEAM LADYON NINE.

The *Poisan*, on her journey from Canton to Hongkong last night, experienced a chapter of unfortunate accidents. On leaving the wharf at Canton about 4 p.m., while attempting to clear a junk on her port bow, the steamer ran into one of the Armstrong floating gun-carriages. The force of the collision was sufficient to make a hole in the stem of the *Poisan* and in the fore-castle of the Armstrong boat. On getting clear the steamer went to anchor off the Shamian to wait there till

time being plugged up. She left again at

Flat, a Chinese steam launch was seen coming along the South shore. The launch appears to have suddenly started to cross the *Pouan's* bows, the result being that the steamer struck her right amidships. The launch being hopelessly damaged, rapidly filled and sank a short time afterwards. The launch, it was found afterwards, was one of the Chinese Government vessels. Several of these on board were picked up by the *Pouan's* boats, while others were rescued by sampans which were in the neighbourhood, and it is not supposed that there was any loss of life. The injury to the *Pouan's* stem is but slight, and she will be able to proceed to Canton to-night again as usual, although she will have to be docked on her return.

**THIRTY-SECOND MEETING.**  
*Patron.*—His Excellency Sir G. Williams

**Vice-Patrons:**—His Excellency Admiral Sir R. Vesey Hamilton, K.C.B., M.N.; His Excellency Major-General Cameron, C.B. Commodore Maxwell, R.N., A.D.C.

**Stewards:**—Colonel Anderson, Northamptonshire Regt.; Honourable J. Bell-Irving; W. H. Forbes, Esq.; D. Gillies, Esq.; J. B. H. H. H.

N. G. Mitchell-Innes, Esq.; Commander Smythies, R.N.; G. Stewart, Esq.; Colonel Storer, R.E.; Hon. H. G. Thornehill

**Committee:**—Honourable A. P. MacEwan, (Chairman); A. Denison, Esq.; Major

Esq.; F. Koch, Esq.; G. O. C. Master,  
Esq.; J. Sampson, Esq.; C. H. Thomp-  
son, Esq.; H. N. Thompson, Esq., A. M. D.  
Hon. Secretary:—J. H. Stewart—Junkhart

Judges of the Rowing Races:—Commander  
Rushroy, R.N., and A. K. Travers, Esq.

Honourable A. P. MacEwon; Starter,  
—J. Andrew, Esq., Referee.—E. L.  
Woodin, Esq. Yachts.—G. C. Ander-  
son, Esq. Open Sailing Boats.—E.  
Burnie, Esq.  
*Judge of the Sailing Races*.—Commander  
Browne, R.N.

*Clerk of the Court.*—**H. J. H. Tripp, Esq.**  
**FIRST DAY,**  
*Thursday, 15th December, 1887.*  
The thirty-second annual Regatta at Hongkong was begun to-day. The weather

on this account or, as some cynically suggested, on account of the altered arrange-

up during the first part of the afternoon. This year, too, there being only two days for the sport, the races were begun half an

hour earlier and the time of commencement was rather early for most people. As the afternoon advanced, however, the flagship filled

up with spectators and a number of launches appeared on the course. As the afternoon advanced, also, the wind moderated considerably, and the water became a good deal smoother and the temperature less chilly. None of the first races could be called ex-

ciling faces. They were won easily. For the Chairman's Cup, however, not a few were disagreeably surprised. Lockhart and Ellis crews were the favorites, it being thought that Haylar's crew, having a man who rowed in the previous race, could not

make a great appearance. A pretty long interval, however, occurred between the races, and Sködt, the rower referred to, had

plenty of time to recruit his strength. The result was that Hayllar's boat won easily by about five lengths. The first really

American Cup, between Shamrock and Lee. At one time they were almost bow to bow, but the Lee could not answer the last assault.

made by Shamrock and lost the race. The men-of-war and Soldiers' and Sailors' races were all keenly contested. The closest race

Artillery and an "Engineers" boat, the latter only winning by about a length, both crews pulling very well. The race, however, was spoiled by a number of launches coming in between the judge and the boats and causing the pistol to be fired before the goal was actually reached. It is

clear of launches if they will not keep behind the starter's boat. In this case two launches stopped the view and the pistol was fired when the racing boats were hid from view by these launches. As the winning boat was a length ahead and as there was really no chance of the second

The currents, which were during the first part of the afternoon pretty strong, decreased in force as the afternoon advanced.

as could be expected here. Before the last event there was a needless delay of about half an hour which resulted in its being rowed almost in the dark. No further action

the fact that it was run in the dusk, the last race evoked perhaps as much interest as

We trust that the launches will take the hunt and not seek to-morrow to come so near the racing boats as to obstruct the



view of the judge and the race. The thought, to advance beyond the start and amply to give all the competitors a fair chance.

With the exception of the last race, the time was scarcely up to last year, and there was a keen competition as might have been expected. Most of the races were won by boats that were not in the race, and the most interesting races have to be run, and we have no doubt the contests will be keen and the interest more strong.

As will be seen from our report, the finish of the Men-of-war Oarsmen's Boat race was most extraordinary and highly amusing. The yachts and the sailing boats were, however, not blessed with the best yachting weather to-day.

1st Race.—12 p.m.—JUNIOR SCULLS.—For Single Pair Sailing Boats. Entrance, \$5. Distance, One Mile. Prize, "Brokers' Cup." Three Boats to start or no race. Open to any one who has never won a Sculling Race in China or Japan.

A. Turner, 1st. Oba. ... 1st. 11.10. H. Broke, 1st. Oba. ... 1st. 11.10. M. Fredericks, 1st. 11.10. H. Broke did not come to the starting point, so the race lay between Turner, Haylar and Fredericks. A good start was made, but the race was not an interesting one, as there was really no competition. Haylar came to the front at first, and although Turner pulled well and managed for a part of the race to keep pretty close to Haylar, he could not make up to him and came in about 2½ lengths behind. Time, about 9 minutes. Mr. Fredericks fell far behind and was practically out of the race.

H. F. Haylar ... 1  
A. Turner ... 2  
M. Fredericks ... 3

2nd Race.—12.30 p.m.—FOR HEAVY GIGS pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. The Boats to be approved by the Committee. Time allowed for Oars. Four Boats must start for two Prizes. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5.

Royal Artillery's ... 1st. 11.10. Royal Engineer's ... 1st. 11.10. 58th Regiment's ... 1st. 11.10. Royal Engineer's ... 1st. 11.10.

All six started. *Lancashire Lad* shot ahead from the start, closely followed by *Engineer* and *Hard Lines*, and a very exciting race ensued between these three boats. Before a quarter of the course was rowed, it became evident that the race lay between *Lancashire Lad* and *Engineer*, both of whose crews pulled splendidly together. *Hard Lines* fell gradually behind, while the two leading boats stuck closely together all the rest of the way, when within a short distance of the Flagship a spurt on the part of the *Engineer's* crew seemed to bid fair to take them in first, but the other crew quickly took up the challenge, and after a gallant struggle, *Lancashire Lad* regained its advantage and succeeded in winning by about a length and a half. Time, 7½ minutes.

*Lancashire Lad* ... 1  
*Engineer* ... 2  
*Hard Lines* a bad third.

3rd Race.—1 p.m.—MEMBERS' CUP.—Presented by Members of the Victoria Recreation Club. For Junior Four-Oars. Distance, One mile and a half. Entrance, \$10.

Station No. 1.—White and Blue Cross. Bow, A. E. H. Broke, 1st. 12.10. No. 2, C. H. W. Kew, 1st. 12.10. No. 3, F. Robinson, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 2.—Black, Blue and White Hoops. Bow, A. Duer, 1st. 12.10. No. 2, R. T. Wright, 1st. 12.10. No. 3, J. D. Saunders, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 3.—Light blue and White Stripes. Bow, W. Brindwood, 1st. 12.10. No. 2, E. H. Melby, 1st. 12.10. No. 3, A. G. Moore, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

For this race there was again practically no competition worthy of the name. The favourite *Korribum* took the lead and maintained it throughout. *Leck* at first was left a little behind, but soon beat up and took the second place. *Thistle* made a little slow for a time, but latterly fell far behind and was left out of the race. The stroke was not pulling in such fine form as could be desired. Do what they could *Leck* could not make up to *Korribum*, but rather lost ground. The latter boat was going forward in fine style at the rate of fully 30 strokes a minute. Towards the close of the race, a spurt was made by both boats without altering much the relative position, and the favourite, *Korribum*, won by at least four lengths. Time, 11m. 10 seconds.

4th Race.—1.30 p.m.—CHAIRMAN'S CUP.—Presented by the Hon. A. P. MacEwan, Chairman of the Victoria Recreation Club. For Senior Four-Oars. Distance, One mile and a half. Entrance, \$10.

Station No. 1.—White, Black and Blue Hoops. Bow, A. Duer, 1st. 12.10. No. 2, R. T. Wright, 1st. 12.10. No. 3, J. D. Saunders, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 2.—White, Black and Blue Hoops. Bow, A. Duer, 1st. 12.10. No. 2, R. T. Wright, 1st. 12.10. No. 3, J. D. Saunders, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 3.—White, Black and Blue Hoops. Bow, A. Duer, 1st. 12.10. No. 2, R. T. Wright, 1st. 12.10. No. 3, J. D. Saunders, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 4.—White, Black and Blue Hoops. Bow, A. Duer, 1st. 12.10. No. 2, R. T. Wright, 1st. 12.10. No. 3, J. D. Saunders, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 5.—White, Black and Blue Hoops. Bow, A. Duer, 1st. 12.10. No. 2, R. T. Wright, 1st. 12.10. No. 3, J. D. Saunders, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 6.—White, Black and Blue Hoops. Bow, A. Duer, 1st. 12.10. No. 2, R. T. Wright, 1st. 12.10. No. 3, J. D. Saunders, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 7.—White, Black and Blue Hoops. Bow, A. Duer, 1st. 12.10. No. 2, R. T. Wright, 1st. 12.10. No. 3, J. D. Saunders, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 8.—White, Black and Blue Hoops. Bow, A. Duer, 1st. 12.10. No. 2, R. T. Wright, 1st. 12.10. No. 3, J. D. Saunders, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 9.—White, Black and Blue Hoops. Bow, A. Duer, 1st. 12.10. No. 2, R. T. Wright, 1st. 12.10. No. 3, J. D. Saunders, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 10.—White, Black and Blue Hoops. Bow, A. Duer, 1st. 12.10. No. 2, R. T. Wright, 1st. 12.10. No. 3, J. D. Saunders, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 4.—Yellow and Black Hoops. Bow, C. H. W. Kew, 1st. 12.10. No. 2, E. O. O'Brien, 1st. 12.10. No. 3, R. E. Withers, Jr., 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 5.—Light blue and White Hoops. Bow, E. W. Rother, 1st. 12.10. No. 2, R. M. Jackson, 1st. 12.10. No. 3, H. C. Metcalfe, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 6.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 7.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 8.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 9.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 10.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 11.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 12.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 13.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 14.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 15.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 16.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 17.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 18.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 19.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 20.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 21.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 22.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 23.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 24.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 25.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 26.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 27.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 28.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 29.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 30.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 31.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 32.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 33.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 34.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

Station No. 35.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 12.10. No. 2, L. B. Connor, 1st. 12.10. No. 3, H. Skott, 1st. 12.10. No. 4, W. Stapan, 1st. 12.10.

three were together and seemed to be making a good race for second place. *Thistle*, however, was soon burst up and fell far behind. *Leck*, *Shepherd*, *stroke*, was beating up well and the crew were pulling well together. They overtook *Melby's* boat when about half the course was covered.

As they made their way ahead *Melby's* crew on the contrary began to show signs of exhaustion and lost ground rapidly. They were badly started and they even ran a chance of losing the second place, for *Victoria*, *Saunders* stroke, made a capital start at the close and came within half a length of *Korribum*. *Leck*, after getting the lead increased her distance ahead and won by about two lengths. Time, 7m. 55 sec.

*Leck* ... 1  
*Korribum* ... 2  
*Victoria* ... 3

5th Race.—3.30 p.m.—SOLDIERS' AND SAILORS' GIG RACE.—Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time allowed for Oars.—8 seconds per Oar.

Royal Artillery's ... 1st. 11.10. Royal Engineer's ... 1st. 11.10. 58th Regiment's ... 1st. 11.10. Royal Artillery's ... 1st. 11.10.

Royal Artillery's ... 1st. 11.10. Royal Engineer's ... 1st. 11.10. 58th Regiment's ... 1st. 11.10. Royal Artillery's ... 1st. 11.10.

Royal Artillery's ... 1st. 11.10. Royal Engineer's ... 1st. 11.10. 58th Regiment's ... 1st. 11.10. Royal Artillery's ... 1st. 11.10.

Royal Artillery's ... 1st. 11.10. Royal Engineer's ... 1st. 11.10. 58th Regiment's ... 1st. 11.10. Royal Artillery's ... 1st. 11.10.

Royal Artillery's ... 1st. 11.10. Royal Engineer's ... 1st. 11.10. 58th Regiment's ... 1st. 11.10. Royal Artillery's ... 1st. 11.10.

Royal Artillery's ... 1st. 11.10. Royal Engineer's ... 1st. 11.10. 58th Regiment's ... 1st. 11.10. Royal Artillery's ... 1st. 11.10.

Royal Artillery's ... 1st. 11.10. Royal Engineer's ... 1st. 11.10. 58th Regiment's ... 1st. 11.10. Royal Artillery's ... 1st. 11.10.

Royal Artillery's ... 1st. 11.10. Royal Engineer's ... 1st. 11.10. 58th Regiment's ... 1st. 11.10. Royal Artillery's ... 1st. 11.10.

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Royal Artillery's ... 1st. 11.10. Royal Engineer's ... 1st. 11.10. 58th Regiment's ... 1st. 11.10. Royal Artillery's ... 1st. 11.10.

Station No. 4.—Black and Red Stripes. Bow, T. Lammert, 1st. 10.10. No. 2, L. B. Connor, 1st. 10.10. No. 3, R. E. Withers, Jr., 1st. 10.10. No. 4, W. Stapan, 1st. 10.10.

Station No. 5.—Light blue and White Hoops. Bow, E. W. Rother, 1st. 10.10. No. 2, R. M. Jackson, 1st. 10.10. No. 3, H. C. Metcalfe, 1st. 10.10. No. 4, W. Stapan, 1st. 10.10.

Station No. 6.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 10.10. No. 2, L. B. Connor, 1st. 10.10. No. 3, H. Skott, 1st. 10.10. No. 4, W. Stapan, 1st. 10.10.

Station No. 7.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 10.10. No. 2, L. B. Connor, 1st. 10.10. No. 3, H. Skott, 1st. 10.10. No. 4, W. Stapan, 1st. 10.10.

Station No. 8.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 10.10. No. 2, L. B. Connor, 1st. 10.10. No. 3, H. Skott, 1st. 10.10. No. 4, W. Stapan, 1st. 10.10.

Station No. 9.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 10.10. No. 2, L. B. Connor, 1st. 10.10. No. 3, H. Skott, 1st. 10.10. No. 4, W. Stapan, 1st. 10.10.

Station No. 10.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 10.10. No. 2, L. B. Connor, 1st. 10.10. No. 3, H. Skott, 1st. 10.10. No. 4, W. Stapan, 1st. 10.10.

Station No. 11.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 10.10. No. 2, L. B. Connor, 1st. 10.10. No. 3, H. Skott, 1st. 10.10. No. 4, W. Stapan, 1st. 10.10.

Station No. 12.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 10.10. No. 2, L. B. Connor, 1st. 10.10. No. 3, H. Skott, 1st. 10.10. No. 4, W. Stapan, 1st. 10.10.

Station No. 13.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 10.10. No. 2, L. B. Connor, 1st. 10.10. No. 3, H. Skott, 1st. 10.10. No. 4, W. Stapan, 1st. 10.10.

Station No. 14.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 10.10. No. 2, L. B. Connor, 1st. 10.10. No. 3, H. Skott, 1st. 10.10. No. 4, W. Stapan, 1st. 10.10.

Station No. 15.—Black and Red Stripes. Bow, F. G. Nielsen, 1st. 10.10. No. 2, L. B. Connor, 1st. 10.10. No. 3, H. Skott, 1st. 10.10. No. 4, W. Stapan



